



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76137

Aeronautical Study No.
2011-AAL-108-OE

Issued Date: 04/20/2011

Melanie Peterson
USACE
2204 3rd Street
JBER, AK 99506

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Crane Crane and pile driver
Location:	Kotlik, AK
Latitude:	63-02-14.00N NAD 83
Longitude:	163-31-43.00W
Heights:	100 feet above ground level (AGL) 105 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is (are) met:

As a condition to this Determination, the structure is marked and/or lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, flags/red lights - Chapters 3(Marked),4,5(Red),&12.

See attachment for additional condition(s) or information.

It is required that the FAA be notified at least 5 business days prior to the temporary structure being erected and again when the structure is removed from the site. Notification should be made to this office during our core business hours (Monday through Friday, 9:00 a.m. to 3:00 p.m.) via telephone at 907-271-5863 (Robert van Haastert). Notification is necessary so that aeronautical procedures can be temporarily modified to accommodate the structure. Voicemail messages are not acceptable notice.

NOTIFICATION IS REQUIRED AGAIN VIA TELEPHONE AT 907-271-5863 (Robert van Haastert) WHEN THE CRANE IS REMOVED FROM THE SITE FOR NOTICE TO AIRMAN (NOTAM) CANCELLATION.

This determination expires on 01/19/2012 unless extended, revised or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO

SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. Any changes in coordinates and/or heights will void this determination. Any future construction or alteration, including increase to heights, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (800) 478-3576 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (907) 271-5863. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2011-AAL-108-OE

Signature Control No: 140953450-141509795

(TMP)

Robert van Haastert
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2011-AAL-108-OE

Narrative Aeronautical Study Number 2011-AAL-108-OE

Abbreviations

MSL - Mean Sea Level

IFR - Instrument Flight Rules

RWY -- runway

AGL - Above Ground Level

VFR - Visual Flight Rules

nm - nautical mile

MDA - Minimum Descent Altitude

CAT - aircraft category

DA - Decision Altitude

GQS -- Glideslope Qualification Surface

Part 77 - Title 14 (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

This temporary 100 AGL / 105 MSL crane/pile driver will be located approximately 766 feet northwest of the RWY 20 threshold at Kotlik (2A9) Airport, AK. 2A9 elevation: 15 MSL. It will be used by Corp of Engineers to installing two to three moorings to allow barge operators to secure their barges while at site. Crane and pile driver will only be used 2-4 hours for each mooring.

Proposed time of operation: 1 May 2011 through 1 September 2011, 4 months.

This temporary crane/pile driver shall be marked with a red light and flag. Red light must conform to chapter 5, red obstruction light system, (L-810 or equivalent and minimum 32.5 candela) and flag must conform to chapter 3, marking guidelines, in accordance with FAA's advisory circular 70/7460-1K, Obstruction marking and Lighting. Copy of advisory circular 70/7460-1k can be viewed and/or downloaded at https://oeaaa.faa.gov/oeaaa/external/content/AC70_7460_1K.pdf.

This temporary crane will exceed this Part 77 protected surface: Section 77.17(a)(3) -- A structure that causes less than the required obstacle clearance within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area.

This structure will impact the RNAV (GPS) RWY 20 LNAV instrument approach by raising the MDA from 440 MSL to 480 MSL.

Additionally, a National Flight Data Center (NFDC) Notice to Airmen (NOTAM) is required to modify this 2A9 instrument departure procedures for the entire duration of this crane/pile driver activity.

Contact Robert van Haastert, FAA/Obstruction Evaluation Group (907-271-5863/Robert.van.Haastert@faa.gov) five (5) working days prior to the crane being raised AND when it has been removed to activate/cancel the NFDC NOTAM; reference the 2011-AAL-108-OE aeronautical study number. Back up FAA points of contact are Ms. Kathie Curran, FAA/Obstruction Evaluation Group (425-227-2824/Kathie.Curran@faa.gov) and Dan Shoemaker, (425-227-2791/dan.shoemaker@faa.gov).

If notification is provided via e-mail, you must request return receipt and if you don't receive notification that your message was received, you will be required to call the OEG personnel identified above.

Please provide the following information:

1. In subject line, please enter "NOTAM ALERT," then the aeronautical study number
2. Date and earliest time the structure would be brought onto the site the first day
3. Anticipated amount of time the equipment will be operating at this site
4. Name of equipment operator and phone number where they can be reached immediately in the event of an emergency.

Leaving a voice message is not considered adequate FAA notification for initiating the safety of flight NOTAM.



